





## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" Capt. C. Dowers	THURSDAY, 20th May, at Noon.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON- HAFEN and SYDNEY	"MANILA" Capt. L. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 29th May.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th May, 1900.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	SYDNEY .....	Reubert .....	24th May, P.M.
MARSEILLES, VIA PORTS .....	OCEANIAN .....	Sellier .....	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	TOURANE .....	Lancelin .....	7th June, P.M.
MARSEILLES, VIA PORTS .....	POLYNESIEN .....	Broc .....	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £72.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1900.

## MESSAGERIES CANTONNAISES.

## FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1900.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbor and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1900.

## To Let.

TO LET.  
SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.  
Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings,  
Hongkong, 25th March, 1900. [29]

TO LET.  
NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.  
Apply to—  
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 8, Queen's Road, West.  
Hongkong, 9th March, 1900. [248]

TO LET.  
NO. 3 MORRISON HILL, Entry about 1st proximo.  
Apply to—  
Messrs. JARDINE, MATHESON & Co., LTD.  
Hongkong, 12th May, 1900. [408]

TO LET.  
GODOWN No. 5A, DUNDRELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st April, 1900. [152]

TO LET.  
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.  
No. 3 CLIFTON GARDENS, CONDUIT ROAD.  
A HOUSE in WONG-NEI-CHUNG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VŒUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.  
Apply to—  
"THE HONGKONG LAND INVESTMENT & AGENCY CO., LD."  
Hongkong, 19th April, 1900. [153]

TO LET.  
TWO AIRY ROOMS in a house on BELILIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—  
"HOUSEHOLDER,"  
C/o Hongkong Telegraph,  
Hongkong, 5th March, 1900. [239]

TO LET.  
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.  
Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1900. [188]

TO LET.  
ROOMS suitable for Offices in No. 10, 10E HOUSE STREET, in rear of David Sassoon & Co.'s premises.  
Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 13th May, 1900. [113]

## JUST LANDED:

The well-known and famous brandy  
"Bisquit Dubouche & Co."

XXX Very Old Fine ..... \$2.50  
V.O.C.B. Guaranteed 20 Years  
Old ..... 5.50

ALSO  
QUINQUINA?  
DUBONNET?  
FRENCH STORE,  
Sole Agent:  
Hongkong, 30th April, 1900. [40]

O. C. MOOSA,  
1 & 8, D'AGUILAR STREET

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN WHITE, BLACK &amp; COLORS.

WOLEN DELAINES, NUNSVEILINGS, VOILES, &amp;c., &amp;c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast  
Port orders carefully executed  
12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c.  
Sole Agents for  
FERGUSON'S SPECIAL OPHEM and  
P & O SPECIAL LIQUOR KOTON WHISKY, &c.  
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 10th March, 1900.

## JAPAN'S INFLUENCE IN CHINA.

Among the many factors that give rise to perplexity in the general outlook in the Far East, few deserve closer attention than the relations of China and Japan to-day. It is hardly too much to say that while the Chinese Government is thoroughly suspicious of Japanese diplomacy, the people have little or no faith in Japan's professions of national friendship. These facts are patent to the casual observer. What is not so clear is the emergence of any sufficient cause for so great a change in feeling as this thinly disguised antagonism reveals. On the surface it would seem that China is ill-repaying the sacrifices which Japan made and the suffering her people endured in a conflict, the benefits of which accrued, outwardly at least, more directly to China than to Japan herself. A considerable measure of gratitude might well have been looked for by Japan from China; and unless the results then secured have been altogether outweighed by injuries since inflicted, China may rightly be charged with a base ingratitude. It is true that China is not very susceptible to the international benefits which have from time to time been conferred upon her. The traditional sense of antagonism with which she sets out in all questions of foreign relationship still makes her far readier to count the losses than the gains of diplomacy and the anti-foreign sentiment which is her unfortunate heritage still prevents this Government from doing itself justice in international affairs. But the feeling towards Japan, existent to-day is not to be classed with China's inherent distaste for foreign powers. Its causes must be sought for elsewhere.

When Japan had made complete the tale of her victories over Russia her prestige stood incomparably higher than that of any other nation having dealings with China. It is not too much to say that China was lost in admiration of her prowess and attainments of her former adversary, if she was not indeed ready (without sufficient consideration of the possible results) to place herself in leading-strings to her island neighbour for tuition alike in the arts of war and peace. It was scarcely surprising that Japan should not only acquiesce in the expectations of national advancement under her aegis, but should do her best to encourage them. No Government, similarly situated, could well have hesitated to endorse the idea, as Japan did, that she was able to provide China with a short and easy road to attainments of western knowledge and power such as she herself had acquired. Chinese students poured into Japan by the thousand, while Japanese of every class, and of none, appeared in shoals at the Viceregal yamens in the capacity of political advisers to the provincial officials, and crowded into the existing government schools of this empire to impart information of which they had themselves but an imperfect understanding. There were not wanting far-sighted Japanese who lamented the tendency of their people to take this too ready advantage of the unwisdom of Chinese officialdom. They foresaw the inevitable result and foretold the dangers of disaffection and disillusion. How their anticipations were justified is a matter of recent history and common knowledge. A series of diplomatic blunders, such as the use of threatening language to the high officials in Peking; the *Toku Maru* affair; the encroachment of Japan on various pretexts in Manchuria and Korea; these things have filled up the cup of national indignation, until to-day over the length and breadth of China, wherever political affairs are understood the bias is as much against Japan as it was once in her favour. The memory of the high hopes of a few years ago has served only to deepen the feeling of bitterness.

It may be argued that to express the situation thus bluntly, however undeniable the truth of the description, is no good way to effect a remedy. But even if we could believe, in the present instance, in the possible advantage of applying soft words to hard facts, it must be remembered that the position of affairs between China and Japan is fully recognised by some of the wisest minds in the latter country, and that it could not be more harshly represented than it is already in the Chinese native press. For one cause or another Japan has not done herself justice in her dealings with this nation. Count Okuma, perhaps the most distinguished publicist in the land, has lamented, in a recent article, the mistakes that have accompanied Japanese policy in China; and to the disappointed observer it cannot but be obvious that Japan's refusal to submit her differences in Manchuria to the arbitration of the Hague tribunal, is keenly felt in Peking and has placed Japan herself in an invidious light in the eyes of the world at large. In justice to Japan it must be said that the situation in which her governing classes find themselves, in face of the contest between national requirements and national resources, is one of extreme difficulty; and that the undesirable effects of a successful war, as manifested by the irresponsible classes of the Japanese nation, cannot be brought into control in three or four years. More than this it may be admitted that if Japan has met with irritating obstacles in dealing with China, she is not the only nation to have a similar experience. But the moral of such reflections is surely that when two parties find themselves in dispute, it is always easier for the stronger of the two to give way. From a purely business point of view there is nothing to be gained by exciting China's animosity. There are certainly manifold advantages to be reaped in cultivating her friendship and confidence, not the least of which, perhaps, would be the beneficial effect that the re-establishment of international goodwill must exercise on Japan's position in the eyes of other nations.—N. C. D.

## WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and a BALL below indicates a Typhoon to the North-East of the Colony.
  3. A DRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft, and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. C. Fido, Director.

19th May, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, 1, John Street, Bedford Row, W.C.  
GALCUTTA, 19, Beutack Street.  
SHANGHAI, 166, Nanking Road.  
Hongkong, 4th March 1900.



## Intimation.

Powell's  
Furnishing  
Department  
ALEXANDRA

## BUILDINGS.

(FIRST FLOOR)

## CHINA.

We are now showing our new  
"ART" TOILET SETS in four  
lustrous art glazes.

## CRUSHED

STRAWBERRY  
CELESTE BLUE  
BRONZE GREEN  
and

## ORANGE

AT 9.75 per set of 6 pieces.

also a useful and artistic  
WHITE and GOLD SET

AT 7.50 per set of 6 pieces.

We are offering our customers the  
unique advantage of being able to  
purchase any single piece of either  
of the above toilet sets, to replace  
breakages.

## CURTAINS.

Our range of summer curtains is  
now complete with new and select  
patterns, from the lowest priced  
SCOTCH LACE to REAL SWISS  
at prices to suit every income.

THE "POLO"  
SCOTCH LACE  
4 YARDS LONG

At 5.00 per pair  
is strongly recommended as a strong  
an inexpensive, good washing  
curtain, in white only.

We also stock these Curtains at  
0.25, 7.50, 8.50, 10.00, 12.50,  
15.00, and 18.50 in white and ecru  
and in a large variety of designs.

Our MUSLIN CURTAINS com-  
prise all the latest styles, in  
Plain, Frilled and  
Bordered, Madras in  
white and ecru

WHITE & FIGURED  
BOOK MUSLINS.

FRILLED COIN  
BOOK MUSLINS  
and  
EMBROIDERED  
SWISS.

POWELL'S  
ALEXANDRA  
BUILDINGS,

28, Queen's Road.

Hongkong, 14th May, 1900.

## For Sale.

Just Unpacked  
AN ASSORTMENT OF  
FLOWER SEEDS  
FROM LONDON PER LAST ENGLISH MAIL.  
Also  
BEST AMERICAN  
SUGAR CORN SEEDS  
FROM CALIFORNIA  
ALL IN PACKETS,  
at  
10 Cents each.

Apply to—  
GRACA & CO.,  
No. 27, Des Vaux Road.  
Hongkong, 13th May, 1900. 1359

## FOR SALE.

"ADLER"  
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1900 Model No. 7  
with the latest improvement, the  
lightest touch, the strongest and the  
best ever produced.

We sell our Adler under our  
guaranteed terms.

A few lines will bring the Adler  
to your office free trial.

We sell various makes of second-  
hand Typewriters

AND

Rent out, by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE  
DEPOT,

33-35, Des Vaux Road, Central,  
Hongkong.

## GUNS

DIRECT from the manufacturers at lowest  
prices. 12 bore Double Breechloaders  
from 30's each. Illustrated catalogue of  
latest model Shot Guns, Combination Guns,  
Sporting Rifles, &c. post free. D. JAMES &  
REYNOLDS, George Street, Minorities, London,  
E.C. England.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag  
ex Factory.

SHAWAN TOMES & Co.,  
General Managers,  
Raffles Place, 14th August, 1900. 136

THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGON (TASTELSS) FORM.

## THE NEW FRENCH REMEDY

TRADE MARK.

## THERAPION No. 1

This successful and highly popular remedy, used in  
the Continental Hospitals by Klenow, Kautsky, Joliet,  
Vieljeux and other eminent authorities, is a  
valuable remedy for all the diseases of the  
urinary tract, such as catarrh, cystitis, urethritis,  
and some of the most trying complications of this  
kind. It is a powerful diuretic, and its action is  
entirely beneficial to the system.

## THERAPION No. 2

This is a powerful purgative, and its action is  
entirely beneficial to the system. It is a  
valuable remedy for all the diseases of the  
digestive tract, such as constipation, indigestion,  
and some of the most trying complications of this  
kind. It is a powerful purgative, and its action is  
entirely beneficial to the system.

## THERAPION No. 3

This is a powerful purgative, and its action is  
entirely beneficial to the system. It is a  
valuable remedy for all the diseases of the  
digestive tract, such as constipation, indigestion,  
and some of the most trying complications of this  
kind. It is a powerful purgative, and its action is  
entirely beneficial to the system.

## THERAPION No. 4

This is a powerful purgative, and its action is  
entirely beneficial to the system. It is a  
valuable remedy for all the diseases of the  
digestive tract, such as constipation, indigestion,  
and some of the most trying complications of this  
kind. It is a powerful purgative, and its action is  
entirely beneficial to the system.

Sold by all Chemists.

## Intimation.

TENDERS FOR REVENUE  
FARMS.

TENDERS are invited for the lease of  
Revenue Farms in the State of North  
Borneo from the 1st January, 1910, as set out  
hereunder.

REVENUE FARMS IN THE STATE  
OF NORTH BORNEO.

1. In making arrangements for the leasing  
of the Farms for the next Farm period of 1910,  
1911 and 1912, the Government reserves to  
itself the right of vesting the Farms (as pro-  
vided in the Proclamations) in any person,  
by public or private sale, as may be  
thought fit.

2. Subject to the above reservation it is hereby  
notified that tenders will be received at the  
Office of the Secretary to the Governor, Sanda-  
kan, up to 12 o'clock noon, on the 1st day of  
October, 1900, for the purchase of the exclu-  
sive privileges of the Farms described below  
for a period of one, two or three years com-  
mencing on the 1st January, 1910.

3. Any person either for himself alone or for  
himself and others, may, either in person or by  
agent duly accredited in writing, on any date  
prior to the said noon of the 1st October next,  
submit to the said Secretary at Sandakan, any  
tender he may think fit for all or any of the  
Farms, provided such tender is in conformity  
with the terms of tendering hereinafter set out  
and fulfils all the conditions required of the  
Farmer.

All tenders so made will (except at the ex-  
press wish of the tenderer to the contrary) be  
received and treated by the Government as  
strictly confidential.

On receiving any such tender, Government  
reserves to itself the right of deciding whether  
it shall be considered or not.

If Government decides not to consider the  
tender, it will be returned to the tenderer  
under sealed cover.

All tenders accepted for consideration by  
Government will be, in the first instance, re-  
tained by Government for further consideration  
with the tenders handed in on 1st October,  
1900, which will be opened at noon on that  
date, after which the successful tenderer will  
be selected.

4. The Farms, above referred to, are—

BRITISH NORTH BORNEO.—Opium,  
Spirit, Gambling and Pawn-broking, as fol-  
lows—

(a) In one concession for the whole State.

(b) In one concession for any of the follow-  
ing Districts of the State, the limits named  
including the interior territory watered by the  
rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on  
the other by the true left watershed of the  
Paitan River.

(ii) KUDAT DISTRICT.—The Territory bound-  
ed on the one side by the true left watershed  
of the Paitan River and on the other by the  
true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Pindasan River and on the  
other by the northern boundary of Province  
Clarks.

(iv) EAST COAST DISTRICT.—The Territory  
bounded on the one side by the true right  
watershed of the Kinabatangan River and on  
the other by the Dutch Boundary on the South  
at Broershoek point.

(v) PROVINCE CLARKE.—being the Territory  
between Batu-Batu and the Lawas northern  
watershed.

5. The attention of these desirous of tender-  
ing is drawn to the following terms:—

(a) The tenderer must state in his tender  
the annual sum offered for the Farm for the  
three years 1910, 1911 and 1912; a different  
sum may be offered for the first, second and  
third years respectively. The tenderer must  
also clearly state the proportion of the amount  
rent to be allotted to each separate Farm.

(b) The Government does not bind itself to  
accept the highest or any tender, and reserves  
to itself the right of making any arrangements  
it may deem advisable as regards the letting of  
the Farms.

(c) Each tenderer should specify in full, in  
English, and in the vernacular language of the  
tenderer, the names, residences and occupa-  
tions of the persons tendering, and similar  
information regarding any security, or any  
particular that the tenderer wishes to propose.

(d) The successful tenderer will be called  
upon to enter into a contract under the pro-  
visions of the Proclamations named in Schedule  
A appended.

(e) Copies of the Forms of Contracts for the  
Farms may be seen on application at the  
Office of the said Secretary at Sandakan, or  
of Messrs. Guthrie & Co., at Singapore, or of  
Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required  
to deposit with the Finance Commissioner,  
Sandakan, security to the value of three  
months' Farm rent by means of a deposit of  
money to the amount of one month's Farm  
rent, and of title deeds to the amount of two  
months' Farm rent.

(g) The retail rates for Chandu fixed by  
Government for the Opium Farm for 1910,  
1911 and 1912 are those specified below:—

Per catty ..... \$ 2.40  
" chi ..... 0.30  
" 5 hnn packet ..... 0.15  
" 4 ..... 0.12  
" 3 ..... 0.08  
" 2 ..... 0.06

(h) The Opium Farmer is responsible for  
seeing that Chandu is not sold by retail at the  
Opium Farm or at the Opium Farm shops at  
prices higher than those fixed by Government  
and named above (c).

(i) The Opium and Spirit Farmer may fix their  
own prices for supplying the Opium and Spirit  
Farms wholesale with Chandu and Spirits.

(j) During the continuance of the Farm  
period, the Opium and Spirit Farmer will be  
entitled to the use of a Trade-mark (to be  
approved by Government) to be affixed to any  
Opium or Chandu prepared by them, and to any  
vessel containing Spirits for sale.

(k) As soon as the new Farmers have been  
appointed by the Governor, they will be re-  
quired to submit in writing to the Secretary to  
the Governor at Sandakan a Schedule showing  
full particulars as to the Title Deeds they pro-  
pose to deposit with the Government as  
security for the said two months' Farm rent.  
If these are considered satisfactory, the new  
Farmers will be required to execute a mort-  
gage of the property to the Government as  
provided for by law.

(l) The Farmer for the West Coast may be  
required to rent certain Farm buildings at  
Jesselton.

(m) The following Proclamations govern the  
conduct of the Farms in B. N. Borneo viz—

## SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as  
amended by No. 7 of 1902.

The Liquors Proclamation No. 27 of 1901.

The Pawnbrokers Proclamation No. 14 of  
1902 as amended by No. 1 of 1903 and  
No. 3 of 1904.

The Gambling Proclamation No. 8 of  
1901.

## THE GERMAN NAVY IN 1900.

The past year was indubitably an  
unusually busy one for the German Navy.  
Some 95,000 tons of fighting material were  
put afloat, as the following table of the principal  
launches during the 1900 demonstrates:—

Tonnage	Launched at
15,000	Wilhelmshaven, 15/5/00
15,000	Bremen, 15/5/00
15,000	Stettin, 15/5/00
15,000	Kiel, 15/5/00
15,000	15/5/00
15,000	15/5/00
15,000	15/5/00
15,000	15/5/00
15,000	15/5/00
15,000	15/5/00

To this total must be added twelve destroyers,  
each with an approximate displacement of 600  
tons, launched last year, mostly from the  
Vulkan yards at Bremen, near Stettin.

During 1900 the active fleet was reinforced by  
the following completed units: *Schlesien*, battle-  
ship; *Gneisenau*, armoured cruiser; *Nürnberg*,  
*Stettin*, and *Dresden*, protected cruisers; *Albatross*,  
mining ship; *Vulkan*, sea-going dock ship  
for submarines; and a division of torpedo-boat  
destroyers. Four older vessels of the High  
Seas, *Fleet*—viz., *Kaiser Wilhelm II*, battle-ship;  
*Kaiser Wilhelm II*, battle-ship; *Friedrich  
Karl*, armoured cruiser; and *Frauenlob*, protected  
cruiser; were replaced by the battle-ship  
*Schlesien* and *Schleswig-Holstein*, the armoured  
cruiser *Gneisenau*, and the protected cruiser  
*Stettin*. The four vessels withdrawn from the  
Fleet are all destined to undergo exten-  
sive reconstruction. Building during 1900 were:  
the battle-ship *Ersatz Oldenburg*, *Siegfried* and  
*Deinow*; the armoured cruisers "F" and "G,"  
the protected cruisers *Erzherzog Jorg*, *Schwaben*,  
and *Sperber*, and a gunboat. The majority of  
these vessels are being constructed in private  
yards, a fact very eloquent of the progress made  
of late years by German builders; eloquent,  
too, of the vast material resources behind Ger-  
man naval expansion. The Weser yards at  
Bremen-Groepelangen are considered by the  
Marine Office to be the best equipped estab-  
lishment of the kind in the Empire. The  
southern and western provinces, it is worthy of  
note, are now contributing not a little to the  
growth of the Imperial Navy. The factories of  
Rhinefeld and Westphalia relieve Krupp's  
to the extent of furnishing boilers, machinery,  
and other equipment; while Augsburg, Nurem-  
berg, and Oberhausen are rapidly coming to  
the fore as industrial centres upon which the  
Government may rely for naval accessories.

## PERSONNEL OF THE GERMAN NAVY.

At the close of the fiscal year of 1898 the  
entire personnel of the Imperial Navy numbered  
25,015; on December 31, 1900, ten years later,  
the number had increased to 50,536. At the end  
of 1900, according to the provisions of the cur-  
rent Estimates, the personnel will have increased  
to 53,769 (2,371 officers, 260 surgeons, and  
51,138 petty officers and men). Since the present  
Emperor's accession to the throne the personnel  
of his Navy has been more than quadrupled.  
This, perhaps, is a more impressive fact than  
many columns of statistics and comparative  
tables.

## THE FINANCE OF THE NAVY.

That the German nation is solid in its ambi-  
tions for seapower is not to be denied. Never-  
theless, since Herr Syden published his finan-  
cial proposals, including increased taxation,  
more than one powerful voice has been heard  
demanding an inquiry into the administration  
of the various Imperial departments, not ex-  
cepting the Marine Office, which until quite  
lately occupied the position of a privileged de-  
partment, far above the reach of public criti-  
cism or supervision. It is now certain, how-  
ever, that steps will be taken to limit the vast  
sums annually poured into the eager palms of  
Admiral von Tirpitz and his subordinates.

Among English publicists who see little worth  
in anything of British origin, it is accepted as  
a truism that the German Navy is at once the  
cheapest and most efficient fighting fleet in the  
world. I do not hesitate to characterize this as  
sheer nonsense. The efficiency of the Imper-  
ial Marine is an unknown quantity, and can  
never be definitely established until the hour  
of battle. Personally, I am inclined to rate the  
material very highly, while it is administered  
on an equally excellent standard. The person-  
nel is another question. You may take your  
naval conscript fresh from the plains of Hanover  
or the highlands of Bavaria, place him on board  
a modern warship, and by dint of strenuous  
cramming, bullying, and iron discipline trans-  
form him from a dull-witted yokel into a pass-  
able marine; but the most perfect system the  
mind of man might evolve could not within the  
space of three years inculcate this conscript  
with the true seaman's spirit, that indefinable  
"way they have in the Navy," which makes  
the British blue-jacket the acknowledged model  
of his kind. The German naval authorities  
are the first to recognise this fact as such,  
hence the agitation in favour of longer service  
for naval conscripts. I believe the German  
A.B. to possess courage, obedience, and a  
strong sense of duty, but I do not believe him to  
be the compeer of his British prototype. Grant-  
ing this, however, it would be foolish indeed to  
despise the possibilities which may be lying  
dormant in him, waiting for the supreme mo-  
ment of action. Moreover, his officers are  
men who need fear no comparison, even with  
our own, as any observer who enjoys a know-  
ledge of their splendid work will bear me out.

## THE COST OF THE GERMAN NAVY.

That the German Navy is, relatively, the cost-  
liest in Europe may be proved by a few illu-  
minative figures which I can vouch for as accurate.  
The Imperial dockyards absorb an enormously  
disproportionate outlay every year. The dock-  
yard at Kiel employs 7,700 workmen; to su-  
perintend them are necessary 34 naval officers and  
961 yard officials. At Wilhelmshaven the fig-  
ures are still more striking: 7,700 workmen,  
superintended by 32 naval officers and 994 yard  
officials. At Danzig the figures are: 5,000  
workmen, 17 naval officers and 400 yard offi-  
cials. Thus, the average works out at one  
officer for every seven hands. In the British  
Government dockyard, the average, I under-  
stand, is one official to thirty workmen. The  
difference is doubtless attributable to national

characteristics, upon which this is no place to  
dilate. Bearing the above figures in mind it  
will be conceded that the building of a warship  
in one of the Imperial dockyards must of ne-  
cessity be a most costly affair. Turning to  
the upkeep of fleet units we find the same ex-  
pensive conditions prevailing over here. The  
German Navy regulations lay down that a  
small protected cruiser may every fiscal year  
expend £10,000 on repairs, refitting, and ship's  
accessories. I am given to understand that  
for the same class of vessel in England £7,000  
is considered the limit for similar purposes.  
The foregoing few examples do not exhaust  
my facts, but they are sufficient to indicate  
how lavishly money is poured out on the Im-  
perial Marine. I may mention that the clerical  
staff at the Wilhelmshaven Marine Office  
is at least four times as numerous as at White-  
hall.

## A CRITICISM OF GERMAN NAVAL POLICY.

One day last week the *Berliner Tageblatt*, a  
journal whose Radicalism does not prevent its  
vigorous advocacy of naval expansion, opened  
its columns to an article by a naval officer "of  
the highest rank"—according to the editorial  
introduction. This article was a crushing in-  
dictment of German naval policy in the past  
and a gloomy forecast of the future. The gist  
of the author's arguments was as follows: "In  
1900-01 the British Naval Estimates amounted  
to £28,000,000; the German to £7,600,000.  
To-day our Estimates have swollen to £30,-  
000,000; the British to £32,500,000. And the  
disheartening commentary upon our frantic  
endeavour and extravagant expenditure is that  
to-day the British Fleet is five times stronger  
than ours." After more than a column of  
equally trenchant criticism, the writer recom-  
mends the substitution of numerous submarine  
and destroyer flotillas for the costly mastodon  
fleet building and projected by the Marine  
Office. "The tasks of our Navy," he declares,  
"are (1) to protect our maritime commerce, (2)  
to protect Germany and German interests ab-  
road, and (3) to defend our coast. The latter  
may safely be relegated to our present forces,  
and a more complete system of mine, sub-  
marine, and torpedo defence." He concludes  
with the following remarks, which, coming  
from such a source and published in a journal of  
the *Tageblatt's* political views, make strange read-  
ing: "Our artificially inflated naval preparations  
certainly contribute to alarm Great Britain. We  
cause our cross-Channel neighbour to con-  
stantly augment her Fleet, and this she will  
never cease to do. They are a wealthy people,  
and in the long run victory must certainly rest  
with their flag. A more politic policy on our  
side would indubitably tend to alleviate friction  
in our relations with England." This *volte-face*  
comes suspiciously soon after Mr. Asquith's  
declaration with regard to the two-Power  
standard, but its common sense is so manifest  
that we need not question the motives that  
inspired it. I believe the naval officer "of  
high rank" to be none other than Vice-Ad-  
miral Galster, whose recent anti-*Dreadnought*  
article in a prominent Berlin review aroused  
such a storm of criticism.

## Intimations.

## INSURANCE MAN seeks Engagement.

28 years' experience with Leading Fire  
Companies. Open for Hongkong or China  
Coast ports. No objection to shipping or  
retail stores.

Apply—  
"VICTOR,"  
C/o Hongkong Telegraph.

Hongkong, 30th April, 1900. 1382

## COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LIMITED, have now 40,000 cubic feet of  
COLD STORAGE available at EAST POINT.  
Stores will be open at 10 A.M. and 4 P.M.  
daily, Sunday excepted, to receive and deliver  
perishable goods.

G. K. HAXTON,  
Manager.

Hongkong, 6th January, 1900. 136

## NOTICE

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.

He has a good method of training Euro-  
pean to pass in the Chinese examination, and is  
possessed of a first rate certificate as a  
Chinese teacher.

Those who intend learning the Chinese  
language are requested to write care of  
Hongkong Telegraph office or direct to 37,  
Hollywood Road, 2nd floor.

Hongkong, 27th February, 1900. 1370

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

## "NAMUR."

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 23rd inst., at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 17th May, 1900. 14

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, ANTWERP, LONDON  
AND STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 20th May, will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
20th May, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 20th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 13th May, 1900.



## Intimation.

### A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

## Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea-spoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

## HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per pint ..... 50 cents  
Gallon ..... \$2.00

## A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.  
Hongkong, 17th March, 1909. [28]

**NOTICE.**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not be responsible for any rejected MS., nor to return any Contribution.

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DAILY—1/6 for annum.  
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Single Copies—Daily, 1 cent. Weekly, twenty-five cents (for cash only).

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 19, 1909.

## FOREIGN CAPITAL IN JAPAN.

The issue of the Osaka Municipal Loan bonds in London through the Industrial Bank has met with a success, remarks the *Nichi Nichi*, the result being considerably more satisfactory than in the case of the South Manchurian Railway loan, raised in the same market last year. According to the vernacular paper, translated by the *Japan Chronicle*, from which we quote, this is no doubt due to the difference in the condition of the money market in London this year and last year, and it is not at all improbable that in the present condition of the market any other kindred ventures will meet with similar success. In short, this is an excellent time for the flotation of foreign loans. This state of affairs, together with the brisk sale of national bonds to foreigners as having widely opened the gate for the inflow of foreign capital, while recognising the facilities which have now become available for the employment of foreign money, the attention of the people should be drawn to the fact that the larger the amount of Japan's indebtedness the more will be the amount of interest to be paid to foreign countries. Whether the borrowers be the Government or private corporations, the balancing of international accounts means the exodus of so much specie out of the country in payment of interest. The specie question has long been engaging the attention of publicists in this country, and though so long as Japan can avail herself of foreign capital with ease and facility the matter

seems to claim less attention from the public, the importance of the problem must increase with the growth of Japan's liabilities. With the satisfactory raising of foreign loans and the ready sale of national bonds, the payment of the interest will become a question worthy of careful study, by publicists, continues the *Tokyo Journal*. Various means are suggested towards minimising the outflow of specie resulting from payment of interest on foreign loans. Firstly, the encouragement of the export trade is urged; secondly, the keeping down of interest at as low rate as possible; and thirdly, the attraction of money from abroad to Japan through channels other than trade. The promotion of the export trade is what has been most earnestly advocated both by the Japanese Government and people for many years, but this method is of such a nature that it grows only by degrees with the development of the manufacturing industry of the country. It can scarcely be expected therefore that it should show a remarkable advance in the course of a few years. As to the absorption of foreign funds through channels other than trade, such as remittances from Japanese working abroad and the proceeds from the tourist traffic, this is a most desirable plan, but the amount received in this way can hardly be estimated accurately or relied upon as a regular source of revenue. The question then resolves itself that for the present Japan cannot find any other means of reducing the amount of interest on Japan's fast-accumulating debt than the keeping down of the rate of interest itself. For this purpose the conversion of national bonds carrying high interest into others with lower interest is calculated to be a policy in keeping with the financial interests of the country.

## LOCAL AND GENERAL.

At the Magistracy, this morning, Wong Shing, described as a hawker, appeared on charges of (1) taking on board the s.s. *Lachlan* spirituous liquor without the master's consent, and (2) with disposing same, to wit, five bottles of beer, on board the ship, without a licence. The hawker was found guilty on both counts and fined \$25 and \$100 respectively.

The *Hai-yung*, which reports the *Hai-chi* with the Chinese Commissioner, Mr. Wong Tai Ching, on board, to the southern islands arrived at Singapore on 18th inst., from Sourabaya, and saluted. The *Hai-yung* leaves on the 22nd inst., for Deli, but waits the arrival of the Chinese Commissioner and the *Hai-chi*. The Commissioner is at present visiting the Dutch ladies.

In connection with the new Pacific service of the Osaka Shosen Kaisha, we learn that Mr. George H. Corse, Jr., has been appointed General Oriental Agent for the Chicago, Milwaukee and Puget Sound Railway Company with headquarters at Shanghai. This railway is the western extension of the Chicago, Milwaukee and St. Paul Railway, and will be opened for through freight service on June 1st.

## CANTON DAY BY DAY.

### THE FLOODS.

[From Our Own Correspondent.]

Canton, 18th May.  
A letter has been received by the Central Relief Committee stating that the district of Hoi Shien has suffered from the recent floods. An emissary on board a steam-launch has consequently been dispatched with food-stuff, &c., to that district for the relief of the sufferers.

**SATISFACTORY NEWS.**  
Yesterday some of the relief parties that were sent to the flooded districts to assist the sufferers returned to Canton and reported that the floods have already abated to about 8 feet and should, the weather continue favourable, they will entirely subside in two days.

**A COMMENDABLE ACTION.**  
In consideration of the present disastrous floods, the Canton authorities have given orders prohibiting the rice-merchants from raising the price on the staple commodity.

**MEDICINE FOR SUFFERERS.**  
Several chemists in this city have handed a large quantity of drugs to the Central Relief Committee to be sent to the flooded districts for distribution to those that might require them.

### FATAL TRAIN ACCIDENT.

On the 17th inst., a man named Kwong Tong Kai was knocked down by a train which was proceeding to Fatsan from Shek Wai Tong. The unfortunate man sustained a fracture in the head and was killed instantly. Several others were also more or less injured by coming into contact with the passing train. The father of the deceased has now submitted a petition to the officials to the effect that the conductor of the train was to blame for his gross carelessness.

## HONGKONG UNIVERSITY SCHEME.

### FURTHER CHINESE SUBSCRIPTIONS.

The subscriptions towards the endowment and equipment funds of the proposed Hongkong University do not seem to be coming in too rapidly. During the past week hardly \$5,000 have been received as donations. There is one noteworthy feature in connection with the latest contributions, and that is an amount of \$2,000 subscribed by the Hongkong branch of the Chinese bank established under the auspices of the Ministry of Posts and Communications in Peking. Detailed contributions are as follows:—

Already acknowledged.....	\$136,150
Communication Bank (opened by the Ministry of Posts and Communications).....	2,000
Ip Wa Kwai.....	500
Hon. Dr. Ho Kai, C.M.G.....	500
S.W. Tao.....	500
Kwan Tsun Shan.....	500
Cheong Shing (goldsmiths).....	200
Wing Tung Kut.....	200
Total.....	\$140,550

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

### KOWLOON-CANTON RAILWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The Committee of the China Association conceive it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth. The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction.

There appears to be a popular idea that the original estimate was for some 5 millions dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 11 millions. This belief that the cost has been doubled by mismanagement, has naturally led to severe criticism being directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 millions dollars was a mere rough estimate made by Mr. Bruce on his original survey. The line beyond Shatin as planned by him, was a single line throughout, to run along the edge of the sea shore from Loklo to Taiipo.

The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered, because the typhoon of September, 1906, showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibilities of destruction reposing in the sheltered waters of Mira Bay. If we can all now see that Mr. Bruce's original alignment was a mistake we ought in fairness to remember it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. Bruce, and the boring of three additional tunnels, of which that undertaken at Taiipo is itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, should the necessity for that hereafter arise.

Mr. Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February, 1908, was "to make a preliminary survey and to base upon it a preliminary estimate." How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech, in relation to the cost of earthwork. He said, "It is difficult to know exactly what 'rates' Mr. Bruce had calculated at, because 'no drawings or calculations of quantities' and 'rates were supplied with the estimate.'"

In justice to Mr. Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound.

The first detailed and authoritative estimate made was that submitted by Mr. Eves in his report dated 4th February, 1908, and laid before the Legislative Council on the 22nd of the same month. If this estimate is compared with that made by Mr. Bruce it will be seen that the increase is mainly due to five factors:—

The estimate for land resumption	was increased by.....	\$1,185,038
For earthwork by.....	720,003	
For tunnels by.....	578,555	
For bridges by.....	620,927	
While the expenditure on plant, rolling stock, salaries and ballast (for which Mr. Bruce had made no estimate at all) was estimated by Mr. Eves at.....	1,191,647	

Total.....\$4,306,170

The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumptions in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$500,000—accounted for by increases under the other subheads. With regard to the difference between Mr. Eves' estimate, dated 4th February, 1908, and his estimate dated the 6th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,150,000. Of this nearly \$1,000,000, is due to increased expenditure on Beacon Hill Tunnel. The net increase on the remaining items, as compared with Mr. Eves' first estimate, is just under \$150,000—not a very formidable sum. One reason for the increased cost of Beacon Hill tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives.

The fact that the estimates have been exceeded—a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved there is no justification for thinking that the Colony has so far suffered any loss except on paper.

The members of my Committee have no valid reason to suppose that the cost of the actual work done is excessive, and, this being so, they protest against the advocacy of the belief that there has been "gross mismanagement" in the construction of the British section

of the Kowloon-Canton Railway.—Yours faithfully,

MURRAY STEWART,  
Chairman,  
Hongkong Branch of The China Association.  
Hongkong, 18th May, 1909.

### RATIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I have to-day received a cutting from your paper of the 15th February last and I have addressed the enclosed letter to the Secretary of the Sanitary Board, Hongkong, and would ask you kindly to have this letter inserted in your next issue. It is altogether too bad that any official should make such a statement which he has absolutely no foundation for making.—Yours faithfully,

THE RATIN LABORATORY,  
C-A-FURU,  
Manager.

Ratin Bacteriological Laboratory,  
London Office,  
17, Gracechurch Street, E.C.  
April 16th, 1909.

(Copy.) April 15th, 1909.

The Secretary, Sanitary Board, Hongkong.

Sir,—From the *Hongkong Telegraph* of February 15th I see a letter from Mr. A. John Gregory, Department of Public Health, Cape Town, addressed to your Board and laid on the table at a recent meeting.

In this letter I find that Mr. Gregory states that the "much-advertised Ratin is useless—at any rate in the Cape-Town climate." As I presume you are paying some attention to the opinions expressed by Mr. Gregory I will ask you kindly to also lay my letter on the table and have it read at the meeting and I wish to protest against such opinions being expressed by any official when they have not acted according to the instructions we gave at the time these rats were bought.

Mr. Gregory experimented with 2 tins, Ratin No. 2, which we sent out to the Cape Town Harbour Board at the request of the London Agents, and we stated at the time that it was not by any means sufficient and I proved my statement by referring them to the results obtained at Tilbury Docks and told them how many tins had been applied there to obtain these results. Therefore in my opinion this gentleman has absolutely no foundation for passing any opinion either good or bad on Ratin. Against his remarks I have letters from the following Authorities stating that Ratin has done a great deal of good and that they would strongly recommend it in their part.

The Minister of Agriculture, Quebec.  
The Minister of Public Works, Cairo.  
The Governor, Falkland Islands.  
The Colonial Secretary, Grenada.  
The Surgeon-General, Georgetown, Demerara.

The Medical Officer of Health, Khargpur, who twice tested Ratin on a very extensive scale on behalf of the Bengal-Nagpur Railway.

Besides these we are receiving weekly orders from a number of Tea Plantations and other great plantations in the West Indies, in Ceylon, in India, and elsewhere, and if it is good enough for these large concerns to send on repeat orders time after time it is certainly the best proof that Ratin is of considerable value.

I hope therefore to hear from you that this letter has been read at your meeting and noted.

Yours faithfully,  
THE RATIN LABORATORY,  
C. A. FURU,  
Manager.

[Enclosure No. 1.]

Berlin W. 9,  
Leipziger Platz 7,  
22nd January, 1908.  
G. E. 8702.

**RE CAMPAIGN AGAINST TRICHININAE.**  
Inquiries concerning the occurrence of trichininae have shown that, in several places within the Government-District of Witten, the sale of pork has on several occasions been prohibited because it had been found to be trichininous. These places are:—

Zacharow,	District Adelpau,
Zerkow,	Jarotchin,
Kriewen,	Kosten,
Dembitz,	Schrimm,
Grabow, and	Wreschen.
Stralkow.	

In these places an attempt is to be made to suppress trichinosis. As rats are known to be the carriers of trichinosis steps are to be taken in the first place for the extermination of rats, and the campaign is to be undertaken by extensive applications of Ratin. In order to secure a uniform success of the campaign I consider it desirable that it is undertaken under the direction of an expert, and I suggest for that post the chief of the Bacteriological Institute in Posen, Dr. Raebiger.

I request the Chamber of Agriculture to ascertain whether Dr. Raebiger is prepared to undertake the direction of this campaign.

In order to obtain an estimate of the costs to be incurred, I request to be informed of the price at which Ratin may be obtained, in the district, and what quantities would approximately have to be employed. It is essential that in the places mentioned above not a single farmstead is omitted where animals are kept, and that therefore about 460 such places are to be treated with Ratin.

By Order, (Signed) KUSTER.

[Enclosure No. 2.]

"The Times," August 21st, 1908.

**DESTRUCTION OF RATS AT THE DOCKS.**  
The enormous number of rats which infest the warehouses and other buildings at the London docks have long been a matter of serious concern both to the Port of London Sanitary Authority and to the dock managers. A heavy financial loss is involved annually by the damage done to goods stored in the docks, while the medical officers and inspectors of the Port have always had before them the danger

to the public health from the arrival of rats by vessels from pest-infected ports.

Since the beginning of 1901 the capture and destruction of these rodents in the docks and on ships have been carried out in a systematic manner, and the results have been given each year in a report presented by Dr. Herbert Williams (medical officer of health for the Port of London) to the Port Sanitary Committee of the City Corporation. According to the latest official figures, to December 31st last, 494,423 rats are recorded as having been destroyed since February, 1901. For last year the figures are as follows:—In dock warehouses 15,162, on vessels during voyage 17,921 and on vessels while in dock 19,731, being a total of 52,814.

The means adopted to kill the rats are poison and trap. Although the figures just quoted would appear to represent a considerable success, yet it is understood that Dr. Williams is by no means satisfied with the outcome of the efforts which have been made in this respect. He certainly does not profess to have exterminated the rats at the docks, and so long as practically every fresh vessel entering the port brings its complement, more or less large, of the vermin, there would seem to be little hope of any great diminution in the rat nuisance by the methods so far employed. Among those engaged in the work of destruction under Dr. Williams' supervision the fear is even expressed that the normal natural increase is scarcely kept down owing to the fact that rats begin breeding very young and have several nests each year. At all events, it is generally admitted that at the present time the docks are overrun with rats, in spite of the official announcement of the destruction of nearly half a million during the past six years.

At Tilbury Dock, however, the rat nuisance has been dealt with during the past few months on new lines. Instead of continuing the services of old-fashioned ratcatchers, a contract was made with the Ratin Bacteriological Laboratory, and operations were started by them last March. At that time the dock premises were swarmed with rats, and the damage done to produce in the warehouses was very great. Now, and for a considerable period it is said to be a rare thing for a rat to be seen, and the few observed from time to time about the place are newcomers brought into dock by ships from foreign parts. The dock authorities are understood to have expressed their satisfaction with the results achieved by the Ratin Laboratory. It may be as well to explain that Ratin, while harmless to domestic animals, is a preparation that conveys a disease to rats, which is communicated from one to the other, and generally proves fatal in from a week to a month. Some rats, it has been found, are immune against the solid Ratin which is first used, and consequently a stronger preparation, Ratin No. 2, is afterwards employed to kill those which remain. So long as effective steps are not taken by shipowners to destroy the rodents on their vessels it will not be possible to keep the warehouses altogether free from them, whatever measures are taken to kill those at the docks. Only recently a large cage containing a motor-car, while being unloaded at one of the docks, was found to contain a nest of 15 young rats. These were at once killed, but the doe escaped. This is only an illustration of what is constantly occurring, and points to the need of something being done on board ship, as well as at the docks, to destroy the rodents.

With regard to the article in *The Times* advocating co-operation for the extermination of rats, mice, and other vermin, Mr. Furu, the manager of the Ratin Laboratory, states that combined effort for this purpose among farmers is on the increase. A large number of these and similar societies have entered into contracts with the laboratory which he represents for the clearance of specified districts, and he cites, as one of the latest instances of co-operation, the parish of Coberley, near Cheltenham. At the instigation of Mr. H. Bubb, the principal residents have taken concerted action to destroy the rats throughout the whole parish of 4,000 acres. With this object they have made a contract with the Ratin Laboratory by which every shop, public-house, and other building in the parish is to be entirely freed from rats and Mr. Furu expresses himself as confident of being able to carry out the terms of his contract.

## THE WEATHER.

The following report is from Mr. F. G. Figs, Director of the Hongkong Observatory:—

On the 19th at 11.55 a.m.—The barometer has risen quickly in E. Japan, and fallen slightly at the stations around the Eastern Sea.

Pressure is relatively high over the Pacific in the neighbourhood of the Bonins, and over the Upper Yangtze Valley. It is low in N. Korea, and over the Pacific to the East of N. Japan.

Gradients are slight in the South, and light variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

### FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, light; fair.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamock, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

KIDNAPPING still seems to be rife in the Colony, and despite all the attempts of the authorities to get rid of this particular class of criminals who seek to earn a livelihood by dealing in women and children and, in some instances, even boys, are nullified by fresh cases of the serious offence. This afternoon, two men were placed before Mr. J. H. Kemp at the Magistracy on a charge of kidnapping a young unmarried woman. The case is void of details, but it is to be hoped that adequate punishment will be meted out to the alleged offenders if the charge is brought home to them.

## S.S. "TRIUMPH" AGROUND.

### IN HAIPHONG RIVER.

When the French steamer *Hongkong*, Captain A. Cornelissen, of which Messrs. A. R. Marty are the local agents, arrived in port to-day from Haiphong and Hollow, she made a report to the effect that the s.s. *Triumph* (Messrs. John & Co.) was aground in Haiphong River. From an authoritative source, we are able to learn that the steamer went aground on a muddy surface on the 16th inst. She has since refloated.

## JAVA OPIUM REGIE.

### HOOM AND A BLESSING TO THE PEOPLE.

### CONCLUSIONS OF EXPERTS IN HOLLAND.

A lecture delivered before a scientific society in Holland, the other day, gives up-to-date particulars regarding the working of the Opium Regie in Java. Under it, there is less smuggling than under the old farming system, and the revenue is almost as large as the net drawn from the farmers. The people are freed from the tyranny of the farmers, with whom it was a common thing to shrink from nothing in order to push sales of the drug. In other words the doing away with the farming system has proved to be a blessing to the people. Under the Regie, opium consumption is so far controlled that the quantity of the drug sold steadily falls off. The Government now gets all the profits formerly enjoyed by the farmers. The revenue from opium comes to about sixteen millions of guilders, of which three millions go for cost of collection. The Regie continually raises the selling price of the drug now that smuggling is brought to a minimum—in some districts the rise reaches thirty to forty per cent. The rise is gradual and tends to limit the consumption, so that profit out of the Regie comes to be a tax on a luxury. Such a system is preferable to total prohibition, which would be as impracticable as the prohibition of gin in Holland. Prohibition would simply encourage smuggling to meet the demand for the drug. Another advantage of the Regie is that it supplies smokers with the pure article. The farmers used to mix arsenic and lime juice with the opium in order to increase sales. The Government has no wish to extend the use of the drug. To limit it, the licensing of smokers has been resorted to in some parts of East Sumatra and in Borneo. The experts, who discussed the subject, came to the conclusion that the use of opium in Java is no worse than the drinking of gin in Holland.

## COUNTERFEIT COIN.

### SMART CAPTURE BY DETECTIVES AT PENANG.

A successful raid was made by Detective Insp. Shedy and some detectives at 144th Green Lane, near Bukit Gambier, during the early hours of Saturday morning, reports the *Penang Gazette*, of 16th inst.

The house in question is an attic building with a front and a back door. The inspector peeped through a crack in the front door and saw a Chinaman, named Fio Beng, with a ladle, in the back room, which was lighted up. Immediately afterwards the lamp was extinguished. The door had to be broken down before an entrance could be effected, and the man with the ladle arrested. There were found in the house a charcoal stove with the charcoal still burning, and on it an iron pan of molten metal; elsewhere were pieces of metal resembling tin, a partially broken mould containing a still warm dollar, two newly moulded dollars still warm, a fan, some lead, a pair of scissors, a pen knife, a basket of charcoal, a wooden shovel, a bottle containing an oily fluid, close to the stove some sponge-like fruit about the size of a ramble or a strawberry, several pieces of broken moulds, two small polishing brushes, empty tins marked and labelled, Plates of Paris, and empty cardboard boxes marked Britannia metal. Concealed among the attic walls was a roll of fifty counterfeit dollars.

While the search was going on the detectives heard a slight noise overhead and, looking up, were surprised to see the figure of a man named Kiao Cheo, the owner of the house, stretched full length on a broad plank near the roof. A detective was sent after this man, who promptly made a hole in the attic roof where the detective ultimately managed to capture him. The two men were brought before Mr. A. Cavendish, to-day, and remanded, pending further inquiries.

## INDIAN OPIUM.

### CURTAILMENT IN CULTIVATION.

### PROBLEM WHICH FACES THE GOVERNMENT.

Allahabad, May 1.

As the cultivation of opium is curtailed year by year the Government of India will have to consider how the reduction of the departmental staff can best be carried out.

One of the first steps should be the abolition of one of the agencies, each of whom receives a salary ranging from Rs. 30,000 to Rs. 35,000 per annum.

The work that will have to be done in future will not justify the maintenance of these highly paid appointments in the coming poppy season. The area licensed will not exceed a maximum of 600,000 hectares as compared with 900,000 three years ago.

The report of the International Commission which met at Shanghai will reach the Government of India in due course, and this may serve to guide them in their opium policy. The strictest economy will clearly have to be exercised in the matter of the establishments in two agencies if the business as a whole is eventually to be closed down, so far as China is concerned.—*Advocate of India.*

THE GERMAN CRUISER *Scharnhorst* left Singapore for Hongkong at 5.30 p.m. on 18th inst.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## THE SHANGHAI EXPLOSION.

## EXTENSIVE DAMAGE.

[By courtesy of the "Shung Po"]

Shanghai, 18th May.

The explosion in the Match Factory which took place on Monday, caused the collapse of several tens of houses in the vicinity of the factory.

The total number of persons killed and injured is estimated at 300.

## MACAO BOUNDARY QUESTION.

## TANG SHAO-YI TO ASSIST CHINESE COMMISSIONER.

[By courtesy of the "Shung Po"]

Peking, 18th May.

At a conference of the Grand Councilors it was held that the Macao Boundary question is one of paramount importance.

The fact that H.E. Ko Yi-him, Special Commissioner, has repeatedly urged by telegram his relief by another appointee, suggests the belief that he must feel that there are considerable difficulties in the way of a satisfactory solution of the problem.

As soon as H.E. Tang Shao-yi returns from Europe it is the intention of the Grand Councilors to approach him to assist Commissioner Ko in settling the delimitation question with the Portuguese.

## THE SHANGHAI TAOTAI.

## DIFFERENCES STILL PENDING.

[By courtesy of the "Shung Po"]

Peking, 18th May.

It is proposed by the Grand Council to settle the matter of the differences with the Shanghai Taotai.

Fearing, however, lest the Censors should take the matter up, the Grand Councilors have not come to any definite decision.

## FRANCE AND CHINA.

## FRONTIER DIFFICULTIES.

[By courtesy of the "Shung Po"]

Peking, 18th May.

The Governor of Kwangsi has reported by telegram that French soldiers have crossed the frontier of Tonkin and wounded many Chinese soldiers.

Whereupon the Waiwupu has addressed a communication and demanded an explanation from the French Minister in Peking; at the same time the Ministry of Foreign Affairs has wired to the Chinese Minister in Paris directing him to approach the French Government on the subject.

## CONSTITUTIONAL GOVERNMENT.

## MINISTER'S DISAPPROVAL.

[By courtesy of the "Shung Po"]

Peking, 18th May.

On the plea that, according to English notions, the Chinese have not yet attained to that standard of education necessary for a full appreciation of the question of Constitutional Government, H.E. Wang Ta Sich has urged the Grand Council to bring the matter to the notice of the Prince Regent.

## LEGISLATIVE COUNCIL.

## SUPPLEMENTARY BILL.

A meeting of the Legislative Council will be held to-morrow. The Attorney-General will move the first reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand Dollars and thirty-four Cents, to defray the Charges of the Year 1908; he will also move the following:—Second reading of the Bill entitled An Ordinance to demote Postage Stamps bearing the Head of Her late Majesty Queen Victoria; second reading of the Bill entitled An Ordinance to amend the Law with respect to Children and Young Persons; second reading of the Bill entitled An Ordinance to amend the Larceny Ordinance, 1865; second reading of the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903-1908; third reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure; committee on the Bill entitled An Ordinance to amend the Life Insurance Companies Ordinance, 1907; committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899; committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

## JAPANESE SAILOR SHOT.

## DETAIL OF THE SAN FRANCISCO AFFAIR.

The latest mail brings full details of the sensational affair at San Francisco last month, also, briefly reported by telegraph, in which a Japanese seaman who had deserted from the T.K.K. *Chiyo-maru* was killed. The *San Francisco Chronicle* of April 17th says:—"While making a murderous attack with a long-bladed knife on Patrolman J. A. Anear, at Second Street and South Park, about 5:30 o'clock yesterday morning, Tokuji Kawamoto, a deserter sailor from the Japanese steamer *Chiyo-maru*, was shot through the right lung by the policeman, and died in a patrol wagon while on the way to the Harbour Emergency Hospital."

"Anear was slightly cut on the left jaw, and his coat was slashed by the infuriated Japanese, before the policeman fired the fatal shot. Y. Matsumaye, an apprentice on the *Chiyo-maru*, was wounded on the left arm by Kawamoto, and the coat of Michael Briscoe, a watchman at the Pacific Mail dock, was ripped across the shoulder by the knife blade."

"Matsumaye, who had been detailed to watch the pier, saw Kawamoto stealthily crawl over the steamer's side, and run behind the freight shed. He shouted to Briscoe for assistance, and pursued the deserter. After a chase of a couple of blocks, they overtook Kawamoto, and laid hands on his shoulders. Instantly, the deserter drew a knife from his blouse, and slashed furiously at his captors. Matsumaye was cut on the arm, and Briscoe's coat was slashed. Kawamoto again took to his heels, and Briscoe summoned a patrolman, while Matsumaye doggedly kept after the fugitive. At Second Street and South Park, they met Patrolman Anear, and Matsumaye called upon him to arrest Kawamoto. As the patrolman placed his hand upon him, Kawamoto drew his knife and lunged. Anear dodged the knife, and, drawing his club, attempted to disarm the sailor, meanwhile advising him to drop the knife, and return to his vessel."

"Kawamoto, however, was frenzied and sprang at the patrolman again and again with the fury of a wild cat. Matsumaye shouted: 'Shoot him, or he will kill you!' Anear then fired over the head of his assailant. The flash of the weapon almost singed the sailor's hair, but instead of making him desist, it seemed only to infuriate him to a greater degree. Anear fired a second time in the air, and in retreating, backed against a telegraph pole. As he stumbled the Japanese made another spring, and this time the point of his knife scratched Anear's jaw, and tore his coat. Anear then fired directly at him, and he fell mortally wounded. The bullet passed through his left lung. Anear telephoned for the wagon. Kawamoto was placed in it, but died within a few blocks of the hospital."

## NEW CHINESE BANK.

## LARGE BRANCH TO BE OPENED SHORTLY IN SINGAPORE.

Some time ago, a scheme was formulated at Shanghai for establishing a Chinese Bank, with agencies abroad where large Chinese communities exist. The idea was suggested owing to the difficulties Chinese encounter in dealing with foreign banks. The latter work under the disadvantages of ignorance of Chinese methods of financing. Last year, delegates from Shanghai visited Java to win over the Chinese there to follow the new lead. The ground having been prepared, a promoter of the scheme arrived at Batavia towards the end of last month, with the intention of finding subscribers for shares in the proposed bank among the Chinese community. A representative of the *Jawa Boedjoe* interviewed the promoter. The latter assured him that the head office of the bank would be opened at Shanghai towards the end of this year. The next thing will be the opening of a branch at Singapore, which will be second only to the head office.

Afterwards agencies will be established in quick succession at Manila, Rangoon, Macassar, Sourabaya, Samarang, and Batavia. Branches at Penang, Calcutta, Bombay, and other ports will follow. The idea is to establish these agencies at all places where Chinese traders muster in large numbers. Questioned about the financial backing of the scheme, the promoter said that the capital stands at 20 millions of taels, but only half of it will be called up at the outset. The other half is held in reserve to be issued whenever required, the agencies in Australia and America having the first claim. The shares are priced low so that they will be within the reach of all classes of Chinese. The proposed allotment is: 2 millions of taels at Shanghai, 1 million at Hongkong, 2 millions at Singapore, 1 million at Manila, one million at Rangoon, one million at Sourabaya, and 1 million at Batavia and Macassar. The balance of the half-capital is expected to be placed in China.

—*Straits Times*.

## SHIPPING AND MAILS.

## MAILS DUE.

French (*Sydney*) 24th inst.  
German (*Prins Waldemar*) 28th inst.  
Canadian (*Empress of Japan*) 3rd prox.

The s.s. *Suruga* arrived at New York on 18th inst.  
The s.s. *Irausmar* left Singapore yesterday, for Hongkong.

The C. N. Co.'s s.s. *Tamting* left Manila on 18th inst., and is expected here on 21st inst.

The Bank Line s.s. *Gymric* left Seattle on 15th inst., for Hongkong, via Japan and Manila.

The C. N. Co.'s s.s. *Changsha* left Sydney on 17th inst., and may be expected here on 19th prox.

The Imperial German Mail s.s. *Goeben*, which left here on 21st ult., at noon, arrived at Genoa yesterday, at 10 a.m.

The N. Y. K. s.s. *Colombo Maru*, Bombay, Line, left Bombay for this port, via Singapore on 15th inst., and is expected here on 3rd prox.

## JAPAN SUGAR SCANDALS.

## VERDICT IN PRELIMINARY EXAMINATION.

The preliminary examination of the members and ex-members of the Diet arrested in connection with the Dai Nippon Sugar Company scandal, as already mentioned, has been concluded, and, with the exception of Mr. Nakamura Chusichi, Chairman of the Shizuoka Prefectural Assembly, who has been acquitted, the evidence is held to substantiate their guilt, reports the *Japan Chronicle* of 12th inst. The charge preferred against the accused was the acceptance of bribes.

The substance of the verdict in the preliminary examination is published, from which it appears that Mr. Yokoi Tokio, a Constitutionalist member of the Diet when the Sugar Duty Reimbursement Bill was introduced to the Diet in 1906, persuaded the Dai Nippon Sugar Refining Company to bribe the members of the Diet through the medium of Messrs. Matsura Gohsei and Sawada Nei. The two last named were personal friends of Mr. Akiyama, a director of the company, and the bribes were offered on the understanding that the members would obtain the passage of the Bill through the Diet. Mr. Yokoi received ¥2,500 from the company through Messrs. Matsura and Sawada. Mr. Morimoto Shun, another Constitutionalist member, received, in similar circumstances, ¥2,000 from Mr. Isomura, a director of the company. Mr. Ogino Yoshizo, a Constitutionalist, taking advantage of his position as the leader of the Futaba-kai, a group of the Constitutionals in the Diet, invited Mr. Isomura, a director of the company, to his residence, and, supported by Mr. Hasegawa, a member of the Diet, intimated that, if the company would pay a suitable sum for the service, the Futaba-kai would exert its utmost efforts to secure the passage of the Bill. Mr. Isomura asked what he required for these services, and was told he would be satisfied with ¥150,000. This sum was considered excessive by the director, who declined the offer of services. Subsequently Mr. Isomura paid a certain amount to Mr. Ogino, who accepted the money.

Mr. Utsi Teppu, a Daido Club member, informed the sugar company when the Sugar Duty Reimbursement Bill was introduced to the Diet that he would exert himself to obtain the passage of the Bill if suitable remuneration was paid. He met Mr. Isomura at the Wata-take, a tea house, together with Mr. Ishizuka, a member now deceased, and received the sum of ¥20,000. Mr. Yokota Torahiko is also a Daido Club member. He demanded of the sugar company suitable remuneration for his services promising to work assiduously for the passage of the Bill through the Diet. He accordingly received ¥5,000. Subsequently he obtained a memorandum in which the company promised to pay ¥10,000 to Mr. Utsi and a suitable amount to the Daido Club in the event of the Government Sugar Monopoly Bill being successfully passed by the Diet.

Mr. Kurihara Ryoichi, a Constitutionalist member, received ¥3,000 in connection with the Sugar Duty Reimbursement Bill, and Mr. Hasegawa Toyokichi and Muramatsu Aizo, Constitutionals, received ¥2,000 and ¥2,500 respectively.

Mr. Nishimura Shintaro, a Progressive member of the Diet, advocated the adoption of a Sugar Monopoly and protection of the industry and had thus been always working in the interests of the company. When the Sugar Duty Reimbursement Bill was introduced in 1906, he received the sum of ¥10,000 from Mr. Akiyama, a director of the company, with a request to strive for the passage of the Bill. Subsequently he received a further sum of ¥10,000, which he shared with Messrs. Kanazaki Tozo, Yasuda Kenji, Tamura Isao, Kimura Hambei and Sekino Zenjiro, Progressive members of the Diet.

According to the *Asahi*, Mr. Esaki, a well-known business man of Tokyo, and Mr. Imada Kametaro, a legal adviser to the sugar-refining company, have been charged with assisting the company in bribing the members of the Diet.

Messrs. Akiyama, Isomura, Kozu, and Ito, directors of the Dai Nippon Sugar Refining Company, are charged with forging a private seal and documents. Their preliminary examination is not yet concluded.

Mr. Yokoi, who recently resigned his seat in the Diet, has now resigned his position as a director of the Doshisha College in Kyoto and the Chairman of the association for the maintenance of the College, as well as his membership of the Higher Educational Council.

Mr. Suzuki Jubi, a Tokyo barrister, who a day or two ago visited Mr. Kurihara in the Tokyo prison, in connection with the defence of his case at the public trial, has made the following statement:—

"The statement in the verdict of the Judge at the preliminary examination that he (Mr. Kurihara) received ¥3,000 from Mr. Akiyama in the 23rd session is wrong. He does not deny that he received that sum during the 24th session, but it was merely borrowed; it was not received as a bribe. He wrote a promissory note for the amount. This fact is known by all his friends. He knows nothing of the ¥3,000, which in the verdict he is said to have received during the 23rd session of the Diet. If the fact was true he had no need to conceal it. As the result of the present occurrence he has been condemned to death so far as his public life is concerned, and he sees no necessity of denying facts. What he is concerned about is his old parents. He is filled with remorse when he thinks of their anxiety for him. He is not in mental agony as regards his prison life, as he has been trained in the doctrines of the *zen* sect of Buddhism."

Mr. Kurihara asked his visitor to supply him with some Buddhist religious books. Mr. Suzuki at once complied by sending him a copy of the *Zammon Hogo-shu*.

On dit, remarks the *Straits Echo*, that a murderer, hanged at Telip, was the nephew of the executioner.

## POVERTY AND CRIME.

In the report of Mr. W. D. Barnes, secretary for Chinese Affairs, which was published a few days ago, the statement is made that there has been recently a great increase in the number of secret societies in Singapore and Penang. This confirms not only disclosures which have been made in the police courts, but information which has reached us from various sources during the last four or five months. To a certain extent the opinion expressed by Mr. Barnes as to the nature of these societies is reassuring. They are not political organisations on a large scale under leaders who possess sufficient capacity or definiteness of purpose to make them formidable. For the most part they are mere loose groupings of lawless characters, who have found the times rather hard, and have banded themselves together in order that they may enrich themselves by blackmail and robbery. "Gangs of bad characters," Mr. Barnes calls them, and that is the most accurate description. But they are the cause of much of the crime which comes to the knowledge of the authorities, and of how much more that is never revealed but is suffered with the patience of a characteristic of Chinese we are not likely to discover. The indefiniteness of the gangs increases the difficulty of dealing with them. If leaders are arrested, the groups they control temporarily dissolve, but re-form again as soon as other leaders are found with the will and ability to command. They are a menace to the peace and a grave injustice to the law-abiding portion of the community, who in terror of their lives, and are constantly being deprived of their property by the desperadoes who stop at no violence to gain their ends. In part, no doubt, we owe the prevalence of these secret societies to our British habit of granting asylum to all the rascality of the universe provided it can cover itself with a cloak of politics. There have been, and there are in Singapore still, a number of Chinese who call themselves "reformers" to disguise the fact that they are mere bandits on whose heads the Central or Provincial Governors of China have found it necessary to set a price. Such men are gang leaders by instinct and thieves by nature, and it would be a good thing to treat their political pretensions brusquely and to hand them over to the summary justice of their own countrymen. The true political refugee is almost invariably a man of sufficient character and sense to appreciate the protection our flag affords, and is as careful to avoid giving offence as a well-bred man would be in the house where he happens to be a guest. It is abusing an honourable principle to extend our protection to every sort of vagabond who makes dislike of government of his own country an excuse for crime, and we might have fewer undesirable among our Chinese population if the law were more sharply drawn, and implicit obedience to our laws made a condition of continued toleration of aliens in our midst. Certainly Mr. Barnes is quite right in saying that we should "withdraw from the alien leaders the right to further abuse our hospitality." It is unfair to our own peaceful citizens that they should be exposed to all the terrors which the scum of China bring in their wake.

But the most regrettable feature of the position is that Mr. Barnes has to remark upon the fact that the number of Straits-born Chinese among the leaders of the secret societies is increasing. There can only be two explanations of this—the one that evil example is being followed, the other that police measures are inadequate to check lawlessness. In Singapore there is, even in these times of depression, a fair chance for every man to earn his living honestly. We have no chronic problem of the unemployed to contend with, and those who do not work are idle by choice and not by necessity. That simplifies the work of the police considerably in what may be termed a social sense, but in its present condition the force simply cannot grapple efficiently with all the work there is to be done. If a small corps of Chinese police could be formed and used for the discovery and repression of secret societies exclusively, they would soon bring about a wholesome change. No doubt there are difficulties in establishing such a force, as it may be said that the class of Chinamen who would offer to serve would be little more than chartered bandits themselves. But with the support of some of the capable and influential leaders of our Chinese community, the difficulty, we think, could be got over. There might be far worse schemes, in fact, than to form a committee of such men to supervise the work of the force, and if the hunting down of the secret societies did not occupy the whole of their time, they could be usefully employed in a determined campaign against the Chap Kee gambling dens which we fear, are eating like a cancer into the heart of the community. There is not a trace of excuse for any lawlessness among the Chinese in this Colony. In no part of the world do they find a readier welcome, and not even in their own country can they enjoy anything like the same degree of personal liberty. They have unlimited freedom to trade; educational facilities are plentiful; wages on the whole are good; food supplies and all else that they require, are abundant. And on the whole the benefits which the Colony confers are honestly appreciated. Considering they semi-barbarian condition of a considerable number of the coolies who reach our shores, the amount of trouble they give to the authorities is not great. The vast majority settle down quickly, work industriously, and save prudently. There is all the more reason why no effort should be spared to protect them from evil examples, and to save them from being led astray. It can only be done by rigid enforcement of strict laws, and every self-respecting member of the Chinese community will be grateful to the Government if it makes its influence felt in that way, for they are the greatest sufferers from any lawlessness that is allowed to prevail.—*Straits Times*.

A FINE of \$100 was imposed on a Chinaman named Wu Tai for infringing the exclusive privilege of the Postmaster-General by collecting and delivering correspondence otherwise than through the G. P. O.

## To-day's Advertisements.

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 24th instant, EMPIRE DAY.

Hongkong, 19th May, 1909. [48]

## PEAK TRAMWAYS COMPANY, LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, on SATURDAY, the 29th day of May, 1909, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 19th May, 1909. [420]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE ESTATE OF THE LATE MR. O. D. THOMSON,

OR

## FRIDAY:

the 21st May, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

## A NUMBER OF

## LAW BOOKS,

Comprising:—

CHITTY'S STATUTES by J. M. Lely, 13 vols., LAW TIMES REPORTS, 10 vols., DANIELL'S CHANCERY FORM and PRACTICE, AUSTIN'S JURISPRUDENCE, MARSDEN'S COLLISIONS at SEA, STEVEN'S MERCANTILE LAW, INTERNATIONAL LAW DIRECTORY, CASES OF CRIMINAL LAW, HONGKONG ORDINANCES 1843-1908, STANDARD DICTIONARY OF THE ENGLISH LANGUAGE, &c., &c.

ALSO

2 IRON SAFES (one by Milner's).

TERMS—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 19th May, 1909. [421]

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP, VIA MANILA, STRAITS AND COLOMBO.

## THE Steamship

## "DENBIGHSHIRE."

Captain Barrett will be despatched as above on the 18th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th May, 1909. [419]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "LUTZOW."

Captain C. Dewers, will leave for the above places TO-MORROW (THURSDAY), the 20th instant, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 19th May, 1909. [5]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUTZOW."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of May, at 9.30 A.M.

All Claims must reach us before the 30th of May, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 19th May 1909. [6]

## Intimations.

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

## "VICTOR."

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909. [582]

## GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 10,000 cubic feet of GOLD STORAGE available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January 1909. [110]

## Intimations.

## THE DAIRY FARM CO., LTD.

## BUTTER.

40, 60, 65, 70 and 75 Cents per lb.

## OUR SPECIAL

## "HONEYSUCKLE"

## BRAND.

Cannot be equalled in Asia.

\$1 a lb.

Hongkong, 15th May, 1909. [580]

## WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VOEUX ROAD CENTRAL (late occupied by Madame Joy).

Hongkong, 29th April, 1909. [576]

## NOTICE.

THE Manager of Kennedy's Stable begs to inform the residents of Kowloon and district that, provided sufficient support be forthcoming, he will be prepared to ESTABLISH a SHOEING FORGE at Kowloon, where Horses and Ponies can be shod by experienced Shanghai farriers on stated days, to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge, the manager hopes that the scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of horses or ponies to the undersigned.

G. W. GEGG,

Manager,

Kennedy's Stables.

Hongkong, 4th May, 1909. [593]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 19th March, 1908. [54]

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 10.00 a.m. ...Every 15 minutes.  
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 14 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John of Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	ALLAN LINER FRIDAY, JULY 9TH.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47/10/- Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 4/1/-

Via New York 4/1/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. JACKSON, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI, YOKOHAMA, KOBE & MOJI	THURSDAY, 20th May, Noon.
SHANGHAI	"KWONGSANG" THURSDAY, 20th May, 4 P.M.
MANILA	"YUENSANG" FRIDAY, 21st May, 4 P.M.
SINGAPORE, PENANG & CALUTTA LAISANG	SATURDAY, 22nd May, Noon.
SHANGHAI	"FOOSHING" TUESDAY, 25th May, Noon.
SINGAPORE and SAMARANG	"LOPSANG" TUESDAY, 25th May, Noon.
MANILA	"LONGSANG" FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamer "Kwong Sang" and "Yuen Sang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.

Hongkong, 19th May, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
AMOY & SHANGHAI	"TAMU" 20th	May, 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUMHO" 20th	" "
SHANGHAI	"KUMHUA" 20th	" "
NEWCHOW	"KWEIYANG" 21st	" "
SHANGHAI	"CHENAN" 23rd	Daylight.
MANILA	"TAMING" 25th	3 P.M.
SHANGHAI	"YINGHOU" 27th	4 P.M.
SHANGHAI	"ANHUI" 30th	Daylight.
MANILA	"TEAN" 1st	June, 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS.	"CHANGSHA" 15th	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked "hatch" for all Australia, New Zealand and Tasmannian Ports. MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Saturday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 16.

Hongkong, 19th May, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
CAIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd May, at 4 P.M.
CAIRO	2540	R. W. Almond	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th May, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1900, at Noon.
S.S. MANSU MARU	5,000 "	" 1st July, 1900, at Noon.
S.S. AMERICA MARU	5,000 "	" 30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	6,000 "	" 16th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 "	" 16th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO RISEN KAISHA, Yok Building.

Hongkong, 4th May, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on WEDNESDAY, the 20th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th May, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMER

Tonn.

Captain.

Sailing Date

1900

Swatara

6,252

Shotton

3rd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 24th April, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TAI" Capt. H. W. WALKER.

"KWONG SUN" Capt. M. S. CROW.

Leave Hongkong for Canton at 5.30 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

TURN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 4th April, 1900.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th May, 1900, per S. Mex.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa \$ 20

" Corned—Ham Ngau Yuk " 20

" Roast—Shiu " 20

" Breast—Ngau Lam " 18

" Soup, Tong Yuk " 25

" Steak—Ngau Yuk Pa " 20

" Shioh—Ngau Lau " 30

" Sausages—Ngau Yuk Chang " 25

Bullock's Brains— " Know " per set 20

" Tongue—Ngau Li " each 50

" Corned—Ham Ngau Li " 60

" Head—Ngau Tau " per lb 15

" Heart—Ngau Sum " 15

" Hump, Salt—Ngau Kiu " 18

" Feet—Ngau Kook " each 8

" Kidneys—Ngau Yiu " 10

" Tail—Ngau Mei " 12

" Liver—Ngau On " 12

" Tripe (undressed)—Ngau To " 6

Calves' Head and Feet—Ngau-chai-tan-kook " set \$1.00

Mutton Chop—Young Fat Kwat " 22

" Leg—Young Poi " 20

" Shoulder—Young Shau " 20

" Figs' Chittlings—Chi choong " 22

" Brains—Chi Kook " per set 2

" Feet—Chi Kook " 2

" Fry—Chi Ohak " 25

" Head—Chi Tau " 18

" Heart—Chi Sum " each 9

" Kidneys—Chi Yiu " pair 8

" Liver—Chi Kon " 30

" Fork, Chop—Chi Fat Kwat " 21

" Corned—Ham Che Yuk " 18

" Leg—Chi Poi " 18

" Fat or Lard—Chi Yau " 18

Sheep's Head and Feet—Young Tau " 50

" Kook " 50

" Heart—Young Sum " each 50

" Kidneys—Young Yiu " 9

" Liver—Young Con " 24

Suckling Pig, To Order—Chi Chai " 22

Suet Head—Sang Ngau Yau " 22

" Mutton—Sang Young Yau " 22

" Veal—Ngau Chai Yuk " 20

" Sausages—Ngau Chai Yuk Tong " 20

POULTRY.

Chicken—Kal Chai " 32

" Capons, Large, Small—Sia Kal " 30

" Ducks—Ap " 20

" Doves—Pa Kan " each 20

" Eggs, Hen—Kal Tan " per doz 20

" Fowls, Canton—Kal " 30

" Hailan—Hoi Nam Kal " 34

" Geese—Ngo " 22

" Geese, Wild Shanghai—Shung Hoi Ye " 22

" Ngo " pair 22

" Musk Deer—Wong Kong " each 22

" Hare—Tu Chai " 22

" Partridge—Che Khor " 22

" Pheasant—Shan Kal " pair 22

" Pigeons, Canton—Pak Kup " each 28

" Quail—Um Chuan " 25

" Rice Birds—Wo Pa Cheuk " dozen 25

" Snipe—Sa Chai " each 25

" Turkeys, Cock—Fo Kal Kung " per lb 25

" Hen " " Na " 50

" Wild Ducks, Shanghai, Sulap " pair 22

" Teal, Shanghai, Sul Ap Chai " 22

" Wild Ducks Canton—Sang Shing Sul " pair 22

" Ap " per pair 22

FISH.

Barbel—Ka Yu " 9

" Bream—Biu Yu " 10

" Canton Fresh Water Fish—Hoi Sin Yu " 14

" Carp—Li Yu " 10

" Catfish—Chik Yu " 20

" Godfish—Mun Yu " 14

" Grabs—Hal " 14

" Gudgeon—Fak Kip Yu " 14

" Herring—Tao Pak " 14

" Hailbut—Cheung Kwan Yu " 14

" Labrus—Wong Fa Yu " 14

" Loach—Wa Yu " 14

" Lobsters—Lung Ha " 14

" Mackerel—Chai Yu " 14

" Monk Fish—Mon Yu " 14

" Muller—Chai Yu " 14

" Oysters—Sang Hoo " 14

" Parrotfish—Kal Kung Yu " 14

" Perch—Tao Lok " 14

" Pike—Ya Pau Poong " 14

" Placod—Pau Yu " 14

" Pomfret, Black—Hak Chong " 14

" Pomfret, White—Pak Chong " 14

" Prawns—Ming Ha " 14

" Ray—Pai Fa Yu " 14

" Rock Fish—Sak Kan Kung " 14

" Roach—Shiu Yu " 14

" Salmon (Pike), Fresh Water—Ma Yu " 14

" Shark—Sa Yu " 9

" Skate—Po Yu " 10

" Shrimps—Ha " 24

" Snapper—Lap Yu " 22

" Soles—Tat Sa Yu " 20

" Tanch—Wan Yu " 18

" Turbot—Cho Hoi Yu " 20

" Turtles, small, fresh water—Kook Yu " 60

" White Belt—Ngau Yu Chai " 20

Cents.

Shark—Sa Yu " 9

Skate—Po Yu " 10

Shrimps—Ha " 24

Snapper—Lap Yu " 22

Soles—Tat Sa Yu " 20

Tanch—Wan Yu " 18

Turbot—Cho Hoi Yu " 20

Turtles, small, fresh water—Kook Yu " 60

White Belt—Ngau Yu Chai " 20

FRUITS.

Almond—Hung Yau " 25







